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ARMY AND NAVY NEWS

Cheyenne Is Retired.

VALLEJO, November 12.—Without the least official ceremony, the monitor Cheyenne was placed out of commission this morning at the Mare Island navy yard. The vessel less than a year ago was commissioned under the new name of Cheyenne, discarding her christened title of Wyoming. The Cheyenne, which is practically a new vessel, was built for coast defense purposes. She was placed in ordinary in 1905 and remained inactive until the latter part of 1908, when orders from the navy department provided for her rehabilitation. She was sent up and down the coast on several short trips, but never went as far as Honolulu.

While the Cheyenne never had opportunity to show her mettle in warfare, she proved conclusively that oil as fuel is advantageous for naval vessels. The Cheyenne was the first in the American Navy to be fitted with oil-burning appliances, and since their installation plans have been approved at Washington for similar fitting out of other vessels which are to be overhauled in the future.

This morning Commander J. J. Knapp and his officers and crew stood by while the flag was hauled down, but no formality other than this was observed.

Turkey Wants a \$100,000,000 Navy.

The Turkish ministry will urge upon the Ottoman parliament soon after it reconvenes, November 15, the adoption of a naval program, providing for the expenditure within the next seven years of \$100,000,000. According to this program, it is learned here, seven battleships of the North Dakota type will be constructed, a number of torpedo destroyers and a hospital ship. For the next fiscal year an appropriation of \$12,000,000 to begin the construction of two of the proposed warships will be asked. The decision of the ministry is said to be in keeping with the general attitude of the people. Contributions to a public fund for the construction of battleships are said to be pouring in by the thousand.

Death Rate Is Increasing.

WASHINGTON, October 28.—The death rate among the general officers of the Army, retired, during the last few weeks far exceeds that of any other period of equal length in the history of the country, and is spoken of as "startling" by the older officers.

The following seven general officers have died within as many weeks:

Lieut.-Gen. Henry C. Corbin, 67 years of age; Maj.-Gen. Elwell S. Otis, 71; Maj.-Gen. Alfred E. Bates, 67; Maj.-Gen. O. O. Howard, 79; Maj.-Gen. Robert P. Hughes, 70; Brig.-Gen. R. C. Drum, 84, and Brig.-Gen. Alfred S. Kimball, 69.

Within the seven weeks there have been a number of deaths among officers of lower rank, including Maj. Theodore A. Dodge.

Denny Was Pleased.

Among the passengers arriving here Friday on the liner Manchuria was Colonel F. L. Denny of the United States marine corps, says the Chronicle of November 14. He returns from a trip to the Islands for the purpose of inspecting the work that is being done on the marine corps barracks being constructed there, and submitting to the navy department a report upon the same.

"I spent twelve days in and around Pearl Harbor," said Colonel Denny, on the Manchuria, as she steamed up the harbor, "and found the work on such improvements as have been started progressing very favorably under the appropriations that have been made. The marine barracks, when completed, will be ample in size and commodious."

The dredging at Pearl Harbor for the large dry dock, according to the colonel, is also being actively carried on by the contractors, who have five years in which to complete their contract. Congress has already appropriated \$1,900,000 for the work, and next year it is expected that \$600,000 will be appropriated for additional work at the harbor.

Work on other buildings and work planned, which, when completed, will make Pearl Harbor an ideal naval base, has not been started. It is expected to have the bids on all such in hand about the 1st of May, and then awards will follow.

North Dakota's Steaming Record.

QUINCY, Massachusetts, November 12.—Official figures made public today indicate that the new battleship North Dakota is in a class by herself so far as steaming radius is concerned. The figures compiled on her official endurance trials show that the North Dakota, steaming at an average speed of twelve nautical miles an hour, is able to travel 2000 knots without recaling.

At a nineteen-knot speed the big ship will be able to steam 4000 knots without replenishing her bunkers, while she will also be able to cover 3000 knots without recaling when steaming at her maximum speed of twenty-one and a half knots an hour.

Surgeon Commands Solace.

WASHINGTON, November 11.—Secretary Meyer today settled the controversy as to whether a line officer or a medical officer shall be placed in command of the hospital ship Solace by designating Surgeon George Pickrell of the medical corps to command the vessel. The navigation of the ship will be in charge of a merchant sailing master. In this decision Secretary Meyer adheres to the policy of the Roosevelt administration, which stirred up much criticism from line officers.

Gleaves Gets Plum.

WASHINGTON, November 11.—Commander Albert Gleaves of the St. Louis, was today designated as naval aid to Assistant Secretary Winthrop. In this position he will succeed Rear-Admiral John Hubbard, who has just been appointed to command the third squadron of the Pacific fleet.

BES FOR PLAYMATES.

John S. Worth, the eight-year-old son of John S. Worth, a prominent business man of Trenton, N. J., prefers bees to children for playmates, and the little fellow never tires of making companions of the bees. The boy has not the least fear, and has never suffered any injury. Mr. Worth, prompted by his son's love for bees, started to raise these insects. He followed the directions of experts and was successful. While the father dreads the consequence if he disturbs the bees, his son holds them in his hands by the hundreds, and assists a man employed for the purpose of caring for them.

The little fellow loves to handle these honey-making insects, and only laughs when warned to be careful while playing with them. The boy is admired by all the children in the neighborhood because he is able to handle the bees as if they were playthings. The children will not even dare to enter the Worth yard, although Johnny has invited them on numerous occasions to become acquainted with his playmates.—Exchange.

REALISTIC.

During one of his presidential trips Mr. Cleveland, accompanied by Secretary Olney, arrived at a town in a heavy storm, and they were driven from the station with halstones rattling on the roof of their carriage. A brassband, undismayed by the weather, bravely stuck to its post and played the welcoming airs.

"That is the most realistic music I have ever heard," remarked Mr. Cleveland.

"What are they playing," asked the Secretary of State.

"Hail to the Chief," with real hail."—Success.

LADIES FIRST.

"What is the reason," began the irritated traveler from the North, "that the trains in this part of the country are always behind time. I have never seen one yet that ran according to its schedule."

"That, suh," replied the dignified Georgian, "is a mattah that is easily explained. It is due to Southern chivalry, suh."

"Southern chivalry! Where does that come in?"

"You see, suh, the trains are always late in this country because they wait for the ladies. God bless them!"—Chicago Record-Herald.

OF THE MULTITUDES

who have used it, or are now using it, we have never heard of any one who has been disappointed in it. No claims are made for it except those which are amply justified by experience. In commending it to the afflicted we simply point to its record. It has done great things, and it is certain to continue the excellent work. There is—we may honestly affirm—no medicine which can be used with greater and more reasonable faith and confidence. It nourishes and keeps up the strength during those periods when the appetite fails and food cannot be digested. To guard against imitations this "trade mark" is put on every bottle of



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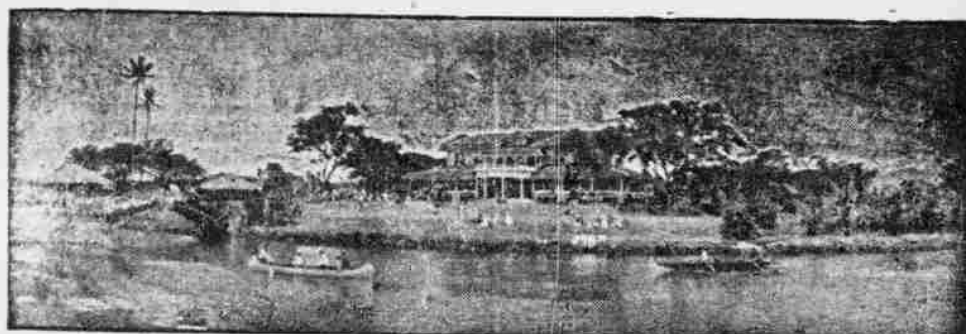
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